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***Flying Operations***

***A/OA-10--AIRCREW EVALUATION CRITERIA***



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V2, *Aircrew Standardization/Evaluation Program*. It applies to all A/OA-10 units. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this instruction to HQ USAF/XOOT, through HQ ACC/DOTV, for approval prior to publication IAW AFD 11-2, paragraph 4.2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DOTV, and the user MAJCOM/DRU/FOA and NGB offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FAO) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See paragraph 1.2. of this instruction for guidance on submitting comments and suggesting improvements to this publication.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of the system is 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9497.

**NOTE:** This publication incorporates all MAJCOM supplements using the paragraph supplementation method. Supplemental material is prefaced with the MAJCOM to which it applies, i.e., USAFE.

***SUMMARY OF REVISIONS***

This change clarifies Forward Air Control (FAC) mission evaluations to ensure air to surface evaluation requirements/grading criteria will be used on all mission evaluations (2.3.3.). Allows more unit flexibil-

ity on mission evaluation profiles for dual-qualified pilots (2.3.3.1. and 2.3.3.2.). Fixes a typographical error for item 21 (3.2.21.2., 3.2.21.3.). Clears up wording for item 22 (3.2.22., Table 2.1.). Combines Area 45, Precision Approach (PAR), and Area 46, Precision Approach (ILS) into one Precision Approach requirement. (3.3.5. - 3.3.6., Table 2.1., Note 3 of Table 2.1.). See the last attachment of the publication, IC 2000-1, for the complete IC. A bar (|) indicates revisions from the previous edition.

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## Chapter 1

### GENERAL INFORMATION

**1.1. General.** All evaluations will be conducted IAW the provisions of AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and this instruction. Information gathering documents will be established as forms in accordance with AFI 37-160V8, *The Air Force Publications and Forms Management Program - Developing and Processing Forms*.

**1.2. Recommended Changes/Waivers.** Recommendations for improvements to this instruction will be submitted on AF Form 847, **Recommendation for Change of Publication**, to the parent MAJCOM (NGB). Recommendations approved will be forwarded to MAJCOM OPR (HQ ACC/DOTV). IAW AFD 11-2, AF/XO is approval authority for changes/revisions to this instruction. Waiver authority for this instruction is the MAJCOM DO. Waivers will be requested from the parent MAJCOM Stan/Eval through appropriate channels. Copies of waiver requests do not need to be forwarded to AF/XOOT.

#### 1.3. Procedures:

1.3.1. Flight Examiners (FEs) will use the evaluation criteria contained in **Chapter 3** for conducting all flight and emergency procedure evaluations. To ensure standard and objective evaluations, flight examiners will be thoroughly familiar with the prescribed evaluation criteria.

1.3.2. Recording devices (Video Tape Recorder (VTRs), tape recorders, Air Combat Maneuvering Instrumentation (ACMI), etc.) should be used, when available, to reconstruct/evaluate the mission.

1.3.3. Unless specified, the examinee or FE may fly in any flight position (to include chase) which will best enable the FE to conduct a thorough evaluation.

1.3.4. The FE will brief the examinee on the purpose of the evaluation and how it will be conducted prior to flight. The examinee will accomplish required flight planning in accordance with the flight position during the evaluation. HHQ FEs (and unit FEs as determined locally) will be furnished a copy of necessary mission data, and mission materials.

1.3.5. Required areas are shown in **Table 2.1**. When it is impossible to evaluate a required area in flight, it will be evaluated by an alternate method (i.e., in an aircrew training device (ATD)/cockpit procedure trainer (CPT) or by oral examination) in order to complete the evaluation. The reason why required area(s) were not evaluated inflight and the alternate method of evaluation used will be documented in the Additional Comments portion of the AF Form 8, **Certificate of Aircrew Qualification**.

1.3.6. The FE will thoroughly debrief all aspects of the flight. This debrief will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified) and any required additional training.

**1.4. Grading Instructions.** Standards and performance parameters are contained in AFI 11-202V2 and this instruction.

1.4.1. The FE will base tolerances for inflight parameters on conditions of smooth air and a stable aircraft. Do not consider momentary deviations from tolerances, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. The FE will consider cumulative deviations when determining the overall grade.

1.4.2. When grading criteria specify that airspeed/Angle of Attack (AOA) be evaluated and the flight manual lists only a minimum/maximum/recommended airspeed/AOA for that area, the examinee will brief the desired airspeed/AOA.

1.4.3. The FE will compare examinee performance for each area accomplished during the evaluation with the standards provided in this instruction and assign an appropriate grade for the area. Derive the overall flight evaluation grade from the area grades based on a composite for the observed events and tasks IAW this instruction.

1.4.3.1. FEs will use the grading criteria in this instruction to determine individual area grades. FE judgment must be exercised when the wording of areas is subjective and when specific situations are not covered.

1.4.3.2. If the examinee receives an unqualified area grade in any of the critical areas identified by this instruction, an overall unqualified grade will be assigned. Unsatisfactory performance in any critical area or critical subarea will result in qualification level of "Q-3."

1.4.3.3. FE judgment will be the determining factor in arriving at the overall grade.

1.4.3.4. The following general criteria apply during all phases of flight except as noted for specific events and instrument final approaches:

**Table 1.1. General Criteria.**

<b>Q</b>	Altitude	+/- 200 feet
	Airspeed	+/- 5%
	Course	+/- 5 degrees/3 NM (whichever is greater)
	TACAN Arc	+/- 2 NM
<b>Q-</b>	Altitude	+/- 300 feet
	Airspeed	+/- 10%
	Course	+/- 10 degrees/5 NM (whichever is greater)
	TACAN Arc	+/- 3 NM
<b>U</b>		Exceeded Q- limits

**1.5. Emergency Procedures Evaluation (EPE).** If available and configured appropriately, ATD will be used to conduct the requisite EPE. If an ATD is not used, the EPE will be conducted in an appropriate unit training device (UTD) or CPT, in order of preference. If a CPT is not used, the EPE will be given orally. This evaluation will include areas commensurate with examinee's ready aircrew program (RAP) training level.

1.5.1. The following items will be included on all emergency procedures evaluations:

1.5.1.1. Aircraft General Knowledge.

1.5.1.2. Emergency Procedures. Evaluate a minimum of two emergency procedures per phase of flight (i.e., pre-takeoff, takeoff, cruise and landing). All Bold Face will be evaluated.

1.5.1.3. Flight Coordination (if applicable).

1.5.1.4. Unusual attitude recoveries will be evaluated during all EPEs. This fulfills the Area 15, Unusual Attitude Recoveries, requirement for Pilot Instrument/Qualification evaluations.

1.5.2. The following additional items will be included on EPEs as a requisite for the instrument and/or qualification evaluation:

1.5.2.1. AFMAN 11-217, *Instrument Procedures*. Evaluate use of standby/emergency instruments.

1.5.2.2. Alternate/Divert Airfields. Evaluate a minimum of one approach at other than home base.

1.5.3. Mission evaluation scenarios should be tailored to unit tasking. The following additional items should be included on the emergency procedures evaluation given as a requisite to the mission evaluation.

1.5.3.1. Weapons system operation.

1.5.3.2. Electronic Attack (EA)/Electronic Protection (EP)/Radar Warning Receiver (RWR).

1.5.3.3. Evasive action.

1.5.3.4. Weapons delivery and switchology.

1.5.4. Examinees receiving an overall unqualified grade will be placed in supervised status until recommended additional training is completed and/or a reevaluation is successfully accomplished. Examinees receiving an overall unqualified grade because of an unsatisfactory Bold Face Emergency accomplishment will not be permitted to fly in their aircrew position until a successful reevaluation is accomplished. On qualified with additional training EPEs, the FE will indicate if the additional training will be accomplished before the flight evaluation. Additional training and reevaluations will be accomplished IAW AFI 11-202, Vol 2.

1.5.5. The following grading criteria will be used to grade individual items on EPEs:

**1.5.5.1. Q.** Performance is correct. Quickly recognizes and corrects errors.

**1.5.5.2. Q-.** Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.

**1.5.5.3. U.** Performance is unsafe or indicates lack of knowledge or ability.

**1.6. Documentation of Weapons Employment Results.** Weapons employment results will be documented in the Mission Description Section of the AF Form 8 for mission evaluations.

**1.6.1. Air-to-Surface .** Hit or Miss IAW AFI 11-2A/OA-10V1, *A/OA-10 Aircrew Training*, will be entered for each airtosurface record delivery. For air scored event or for VTR assessed deliveries, FEs will determine weapons employment results. Air scored or VTR assessed deliveries will be annotated with an asterisk. Document results using "Hit/ Miss" as in the following example:

Weapons delivery scores were:

<b>LALD</b>	<b>VLD</b>	<b>LAB</b>
Hit*	Hit	Hit/Miss

\*VTR assessed

**1.6.2. Forward Air Control (FAC) Target Marks.** For the purpose of FAC target mark, marks will be scored as a hit or a miss by the FE in either FAC or fighter aircraft. Marks will be scored as a "Hit" if they are considered usable for marking the designated target, delivered in a timely manner and delivery used is tactically sound. They will be scored as a "Miss" if they are unusable for target marking, untimely or the deliveries are tactically unsound (i.e., excessive altitude loss, unnecessary exposure to the threat, excessive tracking time, etc.). Document results as in the following example:

Weapons delivery scores were:

Mark

Hit/Hit/Hit/Miss

**1.6.3. Air-to-Air .** Record the number of simulated missile/gunfiring attempts and the number that were valid as in the following example (if applicable):

	<b>ATTEMPTED</b>	<b>VALID</b>
AIM 9	2	1

**1.6.4. FE Judgment .** FE judgment will be the determining factor in deciding the weapons employment grade. If the examinee fails to qualify in any event(s), the FE may elect to award a higher area grade than warranted by the score(s). The FE will include justification for such an award in the Additional Comments Section of the AF Form 8.

Include entries for each type of simulated ordnance that was employed.

**1.7. Records Disposition.** Records will be disposed of IAW AFM 37-139, *Records Disposition Schedule*, Table 13-10.

## Chapter 2

### EVALUATION REQUIREMENTS

#### 2.1. General.

2.1.1. All evaluations will follow the guidelines set in AFI 11-202, Vol 2, Chapter 4. The procedures and flight profiles outlined in this chapter apply to all A/OA-10 units. Evaluation requirements are depicted in **Table 2.1**.

2.1.2. Areas indicated with an "R" are required items for that evaluation. A required area is a specific area that must be evaluated to complete the evaluation. All required areas must be included in the flight evaluation profile. However, if it is impossible to accomplish a required area in flight, the FE may elect to evaluate the area(s) by an alternate method (i.e., UTD, cockpit procedure training (CPT), orally, etc.), in order to complete the evaluation. If the FE determines the required item cannot be adequately evaluated by an alternate method, the examinee will require an additional flight to complete the evaluation.

2.1.3. Currency of Flight Publications. Evaluate all issued checklists for currency and accuracy on all flight evaluations. Units may specify additional publications to be evaluated in the unit supplement to AFI 11-202V2.

**2.2. Instrument/Qualification Evaluation .** A mission flown according to instrument flight rules (to the maximum extent practical) best fulfills the objective of the instrument/qualification evaluation. To the maximum extent possible, this evaluation will include approaches at airfields other than home or deployed locations (**USAFE: Preferably non-US locations**). This evaluation may be administered on any compatible training mission with the approval of the unit Chief of Stan/Eval with Commander's concurrence. Minimum ground phase requisites are:

2.2.1. Instrument Refresher Course (IRC) Training (IAW AFI 11-210, *Instrument Refresher Course Program*).

2.2.2. Instrument (IRC) examination.

2.2.3. Closed and openbook qualification examinations.

2.2.4. EPE.

2.2.5. Bold Face Written Exam. Answers must contain all Bold Face items in proper sequence. Abbreviations are allowed.

**2.3. Mission Evaluation.** Scenarios that represent unit Designed Operational Capability (DOC) tasking satisfy the requirements of this evaluation. The profiles will be designed to evaluate the training/flight position/special qualifications as well as basic airmanship of the examinee. Initial mission evaluations will be given in the primary DOC of the unit. Mission evaluations will normally be flown using unit formations and tactics. Profiles will be unit designed using current tactics, unit taskings, and AOR responsibilities and will incorporate all appropriate evaluation requirements in **Table 2.1**. Examinees will be evaluated in the position of their highest qualification. If briefed, at the FEs discretion, portions may be flown in another position, but the emphasis is to have examinees evaluated at their highest qualification level. Based on the examinee's experience level, a wingman may be required to brief (to include tactics)

and/or lead certain phases of the mission, but will not be evaluated using flight lead grading criteria. Evaluations during exercises or deployments are encouraged.

2.3.1. Minimum ground phase requisites are:

2.3.1.1. EPE

2.3.1.2. Bold Face Written Exam. Answers must contain all Bold Face items in proper sequence. Abbreviations are allowed.

**NOTE:**

Basic Mission Capable (BMC) pilots will only be evaluated on those missions routinely performed. Examinees will only be evaluated on those areas for which they are qualified.

**2.3.2. Air to Surface .** Firstlook navigation and lookalike targets are encouraged. Navigation should be of sufficient length relative to unit plans, with timing appropriate to the tasking. Mission profiles should include actual delivery of practice or live ordnance. Ordnance deliveries may be dry if they can be validated. In addition, dry passes are permitted if, in the FE's opinion:

2.3.2.1. Accomplishing an actual delivery would significantly decrease the realism of the sortie.

2.3.2.2. The mission profile is a realistic sortie and allows a thorough evaluation of the examinee, but does not terminate on a range.

**2.3.3. Forward Air Control (FAC).** Air to surface evaluation requirements/grading criteria will be used IAW 2.3.2..

MAJCOMs will set policy for accomplishing A/OA-10 mission evaluations for dual qualified pilots.

2.3.3.1. A/OA-10 Dual Qualified Pilots. On periodic mission evaluations, dual qualified pilots will normally alternate between A-10 and OA-10 profiles. The AF Form 8 will be annotated with A/OA-10 in the ACFT/CREW position. The squadron commander or his designated representative will specify mission profiles. Squadron commanders and unit stan/eval will ensure that individual dual qualified pilots receive the appropriate mix of A-10 and OA-10 mission evaluations. The goal is to have an equal sampling of both A-10 and OA-10 mission evaluations.

2.3.3.2. DELETED.

**2.4. Formal Course Evaluation.** Syllabus evaluations will be flown IAW syllabus mission profile guidelines if stated, or on a mission profile developed from syllabus training objectives. Formal course guidelines may be modified, based on local operating considerations or FE judgment, to complete the evaluation. Training objectives and related areas will be graded using the performance criteria in **Chapter 3**.

**2.5. Instructor Evaluation.** Instructor evaluations will be conducted IAW AFI 11-202V2, Chapter 4. Flight evaluations will include a thorough evaluation of the examinee's instructor knowledge and ability. This is a one-time check in which the examinee must demonstrate ability to instruct in some phase of the unit's mission. Except for requirements delineated in **Table 2.1**, specific profiles and/or events will be determined by the flight examiner. Subsequent evaluations (for example, Instrument/Qualification, Mission) will include instructor portions during the evaluations.



2.5.1. For units whose instructor pilots (IP) normally instruct from a chase aircraft, the examinee should fly a portion of the mission in the chase position, if feasible.

**2.5.2. Formal Training Unit (FTU) Instructor Pilot .** FTU Instructor Pilot mission evaluation profiles will normally be IAW the formal course syllabus for any mission which the IP is qualified to instruct.

**Table 2.1. Pilot Evaluations.**

AREA	NOTES	AREA TITLE	INST/QUAL	MISSION AIR-TO- SURFACE	MISSION FAC
		GENERAL			
1		MISSION PLANNING	R	R	R
2		BRIEFING (if applicable)	R	R	R
3		PRETAKEOFF	R	R	R
4		TAKEOFF	R		
5		FORMATION TAKEOFF			
6		DEPARTURE	R		
7		LEVEL OFF	R		
8		CRUISE/NAVIGATION	R		
9		FORMATION			
10		IN-FLIGHT CHECKS	R		
11		FUEL MANAGEMENT	R	R	R
12		COMM/IFF/SIF	R		
13		NOT USED			
14	1	AIRWORK/ADV HAND/TAC MANEUVER	R		
15	2	UNUSUAL ATTITUDE RECOVERIES	R		
16		WEAPONS SYSTEM/BIT CHECKS			
17		AIR REFUELING			
18		DESCENT	R		
19		GO-AROUND			
20		NOT USED			
21		EMERGENCY TRAFFIC PATTERNS	R		
22		EMERGENCY APPROACH and/or LANDING	R		
23		VFR PATTERN/APPROACH	R		
24		FORMATION APPROACH/LANDING			
25		LANDING	R		
26		AFTER-LANDING	R		
27		FLIGHT LEADERSHIP (if applicable)	R	R	R
28		DEBRIEFING/CRITIQUE	R	R	R
29		KNOWLEDGE	R	R	R
30	*	AIRMANSHIP	R	R	R
31	*	SAFETY	R	R	R
32	*	AIRCREW DISCIPLINE	R	R	R
33		INSTRUCTOR PERFORMANCE	R	R	R
		(if applicable)			
34 - 40		NOT USED			
		INSTRUMENT			

41		HOLDING			
42		INSTRUMENT PENETRATION	R		
43		INSTRUMENT PATTERNS	R		
44		NONPRECISION APPROACH	R		
45	3	PRECISION APPROACH	R		
46		NOT USED			
47		MISSED APPROACH/CLIMB OUT	R		
48		CIRCLING/SIDE-STEP APPROACH			
49		INSTRUMENT CROSS-CHECK			
50		NOT USED			
		<b>TACTICAL EMPLOYMENT</b>			
<b>A. GENERAL</b>					
51		TACTICAL PLAN		R	R
52		TACTICAL EXECUTION		R	R
53		GCI/AWACS/CF INTERFACE			
54		RADIO TRANSMISSIONS		R	R
55		VISUAL/RADAR LOOKOUT		R	R
56		MUTUAL SUPPORT (if applicable)		R	R
57		TACTICAL NAVIGATION		R	R
58		INGRESS		R	R
59		EGRESS		R	R
60		COMBAT SEPARATION			
61		TIMING		R	R
62		TRAINING RULES/ROE		R	R
63	5	THREAT REACTIONS		R	R
64		NOT USED			
65		IN-FLIGHT REPORT		R	R
66		ECM/ECCM/IRCM/RWR		R	R
67		WEAPONS SYSTEM UTILIZATION		R	R
68 - 70		NOT USED			
<b>B. AIR-TO-AIR</b>					
71-74		NOT USED			
75		OFFENSIVE MANEUVERING			
76		DEFENSIVE/COUNTEROFFENSIVE MAN			
77	5	AIR TO AIR WEAPONS EMPLOY- MENT			
78-80		NOT USED			
<b>C. AIR-TO-SURFACE</b>					
81		TARGET ACQUISITION		R	R
82	4	WEAPONS EMPLOYMENT		R	R
83		RANGE PROCEDURES			
84		IR SENSOR OPERATION			
85		NOT USED			
86		LGB DELIVERY PROCEDURES			
87 - 90		NOT USED			
<b>D. HARM TARGETING SYSTEM</b>					
91 - 100		NOT USED			

<b>E. ELECTRONIC WARFARE</b>					
101 - 110		NOT USED			
<b>F. RECONNAISSANCE</b>					
111- 120		NOT USED			
<b>G. FORWARD AIR CONTROL</b>					
121		TARGET AREA IDENTIFICATION			R
122		TACS COORDINATION			R
123		ATTACK PREPARATION AND BRIEFING			R
124		TARGET MARKING/DESCRIPTION			R
125		OBSERVATION POSITION			R
126		ATTACK CONTROL			R
127		POST-ATTACK			
128		VISUAL RECONNAISSANCE			R
129		RENDEZVOUS			R
130		NOT USED			
<b>H. COMBAT SEARCH AND RESCUE</b>					
131		SURVIVOR LOCATION/IDENTIFICATION			
132		SURVIVOR PROTECTION			
133		HELICOPTER RENDEZVOUS AND ESCORT			
134		PICK-UP BRIEFING			
135		PICK-UP EXECUTION			

\* Indicates Critical Area

**NOTES:**

1. Airwork/Advanced Handling/Tactical Maneuvering. This area is required for pilots receiving Instrument/ Qualification evaluations. Units will determine appropriate proficiency maneuvers for type aircraft and/or pilot experience levels. Examples are, but are not limited to:
  - a. Aerobatics
  - b. Confidence maneuvers
  - c. Approaches to stalls
  - d. Basic Fighter Maneuvers (BFM)
  - e. Advanced handling characteristics
  - f. Formation (fingertip, tactical, trail)
2. Unusual Attitude Recoveries. Do not perform unusual attitude recoveries in flight. They will be evaluated during EPEs.
3. Precision Approach. Both a Precision Approach Radar (PAR) and an Instrument Landing System (ILS) will be flown if equipment and facilities are readily available. The flight evaluation may be completed if at least one precision approach is flown. Document which approach(es) was/were flown. If the PAR or ILS was not flown, it will be evaluated by other means.
4. Hit/Miss.
5. It may be impractical to evaluate some required items on certain FTU Instructor evaluations due to student syllabus constraints (e.g. BFM). Squadron commanders may approve these on a limited basis to validate instructor effectiveness.

## Chapter 3

### EVALUATION CRITERIA

#### 3.1. General Grading Standards.

3.1.1. The grading criteria in this chapter are divided into three sections: General, Instrument and Tactical Employment. Use all sections for criteria applicable to the events performed on the evaluation.

3.1.2. Where major areas are divided into subareas, only one grade will be assigned to the major areas. Discrepancies on the back of the AF Form 8 will be annotated by subarea.

#### 3.2. General:

##### 3.2.1. Area 1--Mission Planning:

###### 3.2.1.1. Mission Preparation:

**3.2.1.1.1. Q.** Developed a sound plan to accomplish the mission. Checked all factors applicable to flight in accordance with applicable directives. Aware of alternatives available, if flight cannot be completed as planned. Read and initialed for all items in the Flight Crew Information File (FCIF)/Read Files. Prepared at briefing time. Required flight publications are current

**3.2.1.1.2. Q-.** Same as above, except minor error(s) or omission(s) that did not detract from mission effectiveness. Demonstrated limited knowledge of performance capabilities or approved operating procedures/rules in some areas.

**3.2.1.1.3. U.** Made major error(s) or omission(s) that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not review or initial Go/No-Go items. Not prepared at briefing time.

###### 3.2.1.2. Publications:

**3.2.1.2.1. Q.** Assigned flight publications were current, complete, and usable for any of the unit's combat taskings.

**3.2.1.2.2. Q-.** Assigned flight publications contained deviations, omissions, and/or errors; however, contained everything necessary to effectively accomplish the mission and did not compromise safety of flight.

**3.2.1.2.3. U.** Contained major deviations, omissions, and/or errors which compromise safety of flight

##### 3.2.2. Area 2. Briefing:

###### 3.2.2.1. Organization:

**3.2.2.1.1. Q.** Well organized and presented in a logical sequence. Concluded briefing in time to allow for element/crew briefing (if applicable) and preflight of personal equipment, aircraft and ordnance.

**3.2.2.1.2. Q-.** Events out of sequence, hard to follow, some redundancy.

**3.2.2.1.3. U.** Confusing presentation. Did not allow time for element/crew briefing (if applicable) and preflight of personal equipment, aircraft and ordnance.

**3.2.2.2. Presentation:**

**3.2.2.2.1. Q .** Presented briefing in a professional manner. Effective use of training aids. Flight members clearly understood mission requirements.

**3.2.2.2.2. Q- .** Did not make effective use of available training aids. Dwelled on nonessential mission items.

**3.2.2.2.3. U.** Did not use training aids. Redundant throughout briefing. Lost interest of flight members. Presentation created doubts or confusion.

**3.2.2.3. Mission Coverage:**

**3.2.2.3.1. Q.** Established objectives for the mission. Presented all training events and effective technique discussion for accomplishing the mission.

**3.2.2.3.2. Q-.** Omitted some minor training events. Limited discussion of techniques.

**3.2.2.3.3. U.** Did not establish objectives for the mission. Omitted major training events or did not discuss techniques.

**3.2.2.4. Flight Member Consideration:**

**3.2.2.4.1. Q.** Considered the abilities of all flight members. Briefed corrective action from previous mission and probable problem areas when appropriate.

**3.2.2.4.2. Q-.** Did not consider all flight members' abilities. Did not identify probable problem areas.

**3.2.2.4.3. U.** Ignored flight members' abilities and past problem areas.

**3.2.3. Area 3--PreTakeoff:**

**3.2.3.1. Q.** Established and adhered to station, start engine, taxi and take-off times to assure thorough preflight, check of personal equipment, crew briefing, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives.

**3.2.3.2. Q-.** Same as above except for minor procedural deviations which did not detract from mission effectiveness.

**3.2.3.3. U.** Omitted major item(s) of the appropriate checklist. Major deviations in procedure which would preclude safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Crew errors directly contributed to a late takeoff which degraded the mission or made it non-effective.

**3.2.4. Area 4--Takeoff:**

**3.2.4.1. Q.** Maintained smooth aircraft control throughout takeoff. Performed takeoff in accordance with flight manual procedures and techniques.

**3.2.4.2. Q-.** Minor flight manual procedural or technique deviations. Control was rough or erratic.

**3.2.4.3. U.** Takeoff potentially dangerous. Exceeded aircraft/systems limitations. Raised gear too early/late. Failed to establish proper climb attitude. Over-controlled aircraft resulting in excessive deviations from intended flight path.

**3.2.5. Area 5--Formation Takeoff:**

**3.2.5.1. Lead:**

**3.2.5.1.1. Q .** Smooth on controls. Excellent wing-man consideration.

**3.2.5.1.2. Q-.** Occasionally rough on controls. Not unsafe; however, lack of wingman consideration made it difficult for the wingman to maintain position.

**3.2.5.1.3. U.** Rough on the controls. Did not consider the wingman.

**3.2.5.2. Wingman:**

**3.2.5.2.1. Q.** Maintained position with only momentary deviations. Maintained appropriate separation and complied with procedures and leader's instructions.

**3.2.5.2.2. Q-.** Overcontrolled the aircraft to the extent that formation position varied considerably.

**3.2.5.2.3. U.** Abrupt position corrections. Did not maintain appropriate separation or formation position throughout the takeoff.

**3.2.6. Area 6--Departure:**

**3.2.6.1. Instrument/Visual Flight Rules (VFR):**

**3.2.6.1.1. Q.** Performed departure as published/directed and complied with all restrictions.

**3.2.6.1.2. Q-.** Minor deviations in airspeed and navigation occurred during completion of departure.

**3.2.6.1.3. U.** Failed to comply with published/directed departure instructions.

**3.2.6.2. Trail Departure:**

**3.2.6.2.1. Q.** Trail departure accomplished using proper procedures and techniques. Provided efficient commentary throughout departure and/or rendezvous.

**3.2.6.2.2. Q-.** Minor deviations from established or appropriate procedures.

**3.2.6.2.3. U.** Unable to accomplish trail departure or rendezvous. Gross overshoot or excessively slow rendezvous caused by poor technique or procedure. Missed rendezvous.

**3.2.7. Area 7--LevelOff:**

**3.2.7.1. Q.** Leveled off smoothly. Promptly established proper cruise airspeed.

**3.2.7.2. Q-.** Leveloff was erratic. Slow in establishing proper cruise airspeed.

**3.2.7.3. U.** Leveloff was erratic. Exceeded Q limits. Excessive delay or failed to establish proper cruise airspeed. Failed to reset altimeter, as required.

**3.2.8. Area 8--Cruise/Navigation:**

**3.2.8.1. Q.** Demonstrated satisfactory capability to navigate using all available means. Used appropriate navigation procedures. Ensured nav aids were properly tuned, identified, and moni-

tored. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace, i.e., Military Operating Area (MOA), Air Traffic Controlled Assigned Airspace (ATCAA), Terminal Radar Service Area (TRSA), Airport Traffic Area (ATA), restricted area, etc. FixtoFix within +/- 3 NM.

**3.2.8.2. Q-.** Minor errors in procedures/use of navigation equipment. Some deviations in tuning, identifying, and monitoring nav aids. Slow to comply with clearance instructions. Had some difficulty in establishing exact position and course. Fixto Fix within +/- 5 NM.

**3.2.8.3. U.** Major errors in procedures/use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace. Exceeded parameters for Q.

### **3.2.9. Area 9--Formation:**

#### **3.2.9.1. Flight Lead:**

**3.2.9.1.1. Q.** Established and maintained appropriate formations utilizing published and briefed procedures. Maintained positive control of flight/element. Smooth on the controls and considered wingman. Planned ahead and made timely decisions. Ensured that wingman flew proper position. Effectively applied Cockpit/Crew Resource Management (CRM) skills throughout mission.

**3.2.9.1.2. Q-.** Made minor deviations from published and/or briefed procedures. Demonstrated limited flight management. Occasionally rough on the controls. Maneuvered excessively, making it difficult for wingman to maintain position. Did not always plan ahead and/or hesitant in making decisions. Made minor mistakes applying CRM skills, but did not negatively impact mission accomplishment.

**3.2.9.1.3. U.** Formation flight not accomplished in accordance with published and/or briefed procedures. Did not establish appropriate formations. Continually rough on the controls. Maneuvered erratically causing wingman to break out or overrun formation. Provided little consideration for wingman. Indecisive. Failed to ensure wingman maintained proper position. Displayed little or no CRM skills leading significantly impacting mission accomplishment.

#### **3.2.9.2. Wingman:**

**3.2.9.2.1. Q.** Maintained position in accordance with published and briefed procedures with only momentary deviations. Demonstrated smooth and immediate position corrections. Maintained safe separation and complied with leader's instructions. Rejoin was smooth and timely. Effectively applied Cockpit/Crew Resource Management (CRM) skills throughout mission.

**3.2.9.2.2. Q-.** Made minor deviations to published procedures. Slow to comply with leader's instructions. Varied position considerably. Over controlled. Slow to rejoin. Made minor mistakes applying CRM skills, but did not negatively impact mission accomplishment.

**3.2.9.2.3. U.** Formation flight not accomplished in accordance with published and/or briefed procedures. Did not comply with leader's instructions. Unable to maintain a formation position. Made abrupt position corrections. Did not maintain safe separation. Rejoin was unsafe. Displayed little or no CRM skills significantly impacting mission accomplishment.



**3.2.10. Area 10--Inflight Checks:**

**3.2.10.1. Q.** Performed all inflight checks as required.

**3.2.10.2. Q-.** Same as qualified, except for minor deviations or omissions during checks. Did not detract from mission accomplishment.

**3.2.10.3. U.** Major deviations/omissions which detracted from mission accomplishment.

**3.2.11. Area 11--Fuel Management:**

**3.2.11.1. Q.** Actively monitored fuel throughout the mission. Complied with all established fuel requirements. Adhered to briefed Joker/Bingo calls.

**3.2.11.2. Q-.** Errors in fuel management procedures which did not preclude mission accomplishment.

**3.2.11.3. U.** Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management precluded mission accomplishment. Did not adhere to briefed fuel requirements.

**3.2.12. Area 12--Comm/Identification, Friend or Foe (IFF)/Selective Identification (SIF):**

**3.2.12.1. Q.** Complete knowledge of and compliance with correct Comm/IFF/SIF procedures. Transmissions concise, accurate and utilized proper terminology. Complied with and acknowledged all required instructions. Thoroughly familiar with communications security requirements, HAVE QUICK and secure voice equipment (if applicable).

**3.2.12.2. Q-.** Occasional deviations from correct procedures required retransmissions or resetting codes. Slow in initiating or missed several required calls. Minor errors or omissions did not significantly detract from situational awareness, threat warning or mission accomplishment. Transmissions contained extraneous matter, were not in proper sequence or used nonstandard terminology. Demonstrated limited knowledge of communications security requirements, HAVE QUICK and secure voice equipment (if applicable).

**3.2.12.3. U.** Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness, threat warning or mission accomplishment. Displayed inadequate knowledge of communications security requirements, HAVE QUICK and secure voice equipment (if applicable).

**3.2.13. Area 13--Not used.****3.2.14. Area 14 --Airwork/Advanced Handling/Tactical Maneuvering:**

**3.2.14.1. Q.** Aircraft control during maneuvers was positive and smooth. Maneuvers performed IAW directives and appropriate to the tactical situation/ environment. Adhered to established procedures.

**3.2.14.2. Q-.** Aircraft control during maneuvers not always smooth and positive, but adequate. Minor procedure deviations or lack of full consideration for the tactical situation.

**3.2.14.3. U.** Aircraft control erratic. Aircraft handling caused unsatisfactory accomplishment of maneuvers. Exceeded Q criteria. Failed to consider the tactical situation. Temporary loss of aircraft control.

**3.2.15. Area 15--Unusual Attitude Recoveries.**

**3.2.15.1. Q.** Smooth, positive recovery to level flight with correct recovery procedures.

**3.2.15.2. Q-.** Slow to analyze attitude, or erratic in recovery to level flight. Correct recovery procedures used.

**3.2.15.3. U.** Unable to determine attitude. Improper recovery procedures were used.

**3.2.16. Area 16--Weapons System/Built In Test (BIT) Checks:**

**3.2.16.1. Q.** Completed all checks. Thorough knowledge and performance of weapons system checks.

**3.2.16.2. Q-.** Completed most weapons system checks. Limited knowledge of checks. Unsure of systems degradation due to check failure.

**3.2.16.3. U.** Failed to complete weapons system checks. General lack of knowledge on how to perform weapons system checks. Unable to determine systems degradation due to check failures.

**3.2.17. Area 17--Air Refueling:**

**3.2.17.1. Air Refueling Rendezvous:**

**3.2.17.1.1. Q.** Rendezvous effectively accomplished using proper procedures. Demonstrated effective use of radio communications. Used proper communication procedures for briefed Emission Control (EMCON) level.

**3.2.17.1.2. Q-.** Rendezvous delayed by improper techniques, procedures or radio communications.

**3.2.17.1.3. U.** Displayed lack of knowledge or familiarity with procedures to the extent that air refueling was or could have been jeopardized. Failed rendezvous as a result of improper procedures. Gross overshoot, spent excessive time in trail or safety of flight jeopardized due to poor judgment.

**3.2.17.2. Air Refueling Procedures/ Techniques:**

**3.2.17.2.1. Q.** Expeditiously established and maintained proper position. Used proper procedures. Aircraft control was positive and smooth. Refueled without pilot-induced disconnects.

**3.2.17.2.2. Q-.** Slow to recognize and apply needed corrections to establish and maintain proper position. Aircraft control was not always positive and smooth, but adequate. Accomplished published/directed procedures with deviations or omissions that did not affect the successful completion of air refueling. Performance caused no more than one pilot-induced disconnect.

**3.2.17.2.3. U.** Erratic in the pre-contact/refueling position. Made deviations or omissions that affected flight safety and/or the successful completion of the air refueling. Used unacceptable procedures. Excessive time to hookup delayed mission accomplishment. Performance caused more than one pilot-induced disconnect and/or delayed mission accomplishment.

**3.2.18. Area 18--Descent:**

**3.2.18.1. Q.** Performed descent as directed, complied with all restrictions.

**3.2.18.2. Q-.** Performed descent as directed with minor deviations.

**3.2.18.3. U.** Performed descent with major deviations.

**3.2.19. Area 19 --GoAround:**

**3.2.19.1. Q.** Initiated and performed go-around promptly in accordance with flight manual and operational procedures and directives.

**3.2.19.2. Q-.** Slow to initiate go-around or procedural steps.

**3.2.19.3. U.** Did not self-initiate go-around when appropriate or directed. Techniques inappropriate or applied incorrect procedures.

**3.2.20. Area 20:** Not used.

**3.2.21. Area 21--Emergency Traffic Pattern:** (Prior to configuration. Includes simulated single engine, varied flap settings, as appropriate.)

**3.2.21.1. Q.** Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed/AOA. Flew approach compatible with the situation. Adjusted approach for type emergency simulated.

**3.2.21.2. Q-.** Minor procedural errors. Erratic airspeed/AOA control. Errors did not detract from safe handling of the situation.

**3.2.21.3. U.** Did not comply with applicable procedures. Erratic airspeed/AOA control compounded problems associated with the emergency. Flew an approach which was incompatible with the simulated emergency. Did not adjust approach for simulated emergency.

**3.2.22. Area 22--Emergency Approach and/or Landing (configuration through rollout):**

**3.2.22.1. Q.** Used sound judgment. Configured at the appropriate position/altitude. Flew final based on recommended procedures, airspeed/AOA and glidepath. Smooth, positive control of aircraft. Could have landed safely. Set parameters for ejection if necessary. Touchdown point was IAW applicable guidance and permitted safe stopping in available runway.

**3.2.22.2. Q-.** Safety not compromised. Configured at a position and altitude which allowed for a safe approach. Could have landed safely with the following deviations:

3.2.22.2.1. Minor deviations from recommended procedures, airspeed/ AOA and altitudes.

3.2.22.2.2. Unnecessary maneuvering due to minor errors in planning or judgment.

**3.2.22.3. U.** Major deviations from recommended procedures, airspeed/AOA and altitudes. Required excessive maneuvering due to inadequate planning or judgment. Could not have landed safely. Touchdown point was not IAW applicable guidance and did not or would not allow for safe stopping on available runway. Did not set parameters for ejection if approach was unsuccessful.

**3.2.23. Area 23--VFR Pattern/Approach:**

**3.2.23.1. Q.** Performed patterns/approaches IAW procedures and techniques outlined in the flight manual, operational procedures and local directives. Aircraft control was smooth and positive. Accurately aligned with runway. Maintained proper/briefed airspeed/AOA. Airspeed 5/+10 knots.

**3.2.23.2. Q-.** Performed patterns/approaches with minor deviations to procedures and techniques outlined in the flight manual, operational procedures and local directives. Aircraft control was not consistently smooth, but safe. Alignment with runway varied. Slow to correct to proper/briefed airspeed/AOA. Airspeed 5/+15 knots

**3.2.23.3. U.** Approaches not performed IAW procedures and techniques outlined in the flight manual, operational procedures and local directives. Erratic aircraft control. Large deviations in runway alignment. Exceeded Q parameters.

**3.2.24. Area 24--Formation Approach/Landing:**

**3.2.24.1. Flight Lead:**

**3.2.24.1.1. Q.** Smooth on controls and considered wingman. Complied with formation landing procedures. Flew approach as published/directed.

**3.2.24.1.2. Q-.** Occasionally rough on the controls. Not unsafe, but made it difficult for wingman to maintain position. Some procedural deviations. Slow to comply with published procedures.

**3.2.24.1.3. U.** Did not monitor wingman's position or configuration. Rough on the controls. No consideration for wingman. Placed wingman in a position from which a safe landing could not be made. Major deviations in procedures. Did not fly approach as published/directed. Flight could not land from approach.

**3.2.24.2. Wingman:**

**3.2.24.2.1. Q.** Maintained position with only momentary deviations. Smooth and immediate corrections. Maintained safe separation and complied with procedures and leader's instructions.

**3.2.24.2.2. Q-.** Varied position considerably. Over controlled.

**3.2.24.2.3. U.** Abrupt position corrections. Did not maintain appropriate separation. Unsafe wing position and/or procedural deviations.

**3.2.25. Area 25--Landing:** Applicable to normal VFR approaches. Where runway configuration, arresting cable placement or flight manual limitations require an adjustment to the desired touchdown point, a simulated runway threshold will be identified and the grading criteria applied accordingly. For instrument approaches, the examinee should utilize a normal glideslope from either the decision height or from a point where visual acquisition of the runway environment is made.

**3.2.25.1. Q.** Performed landings IAW procedures and techniques outlined in the flight manual, operational procedures and local directives. Touchdown Point 150' to 1000' from the runway threshold.

**3.2.25.2. Q-.** Performed landings with minor deviations to procedures and techniques outlined in the flight manual, operational procedures and local directives. Touchdown Point 0' to 149' or 1001' to 1500' from the runway threshold.

**3.2.25.3. U.** Landing not performed IAW procedures and techniques outlined in the flight manual, operational procedures and local directives. Touchdown Point exceeded Q criteria.

**3.2.26. Area 26--AfterLanding:**

**3.2.26.1. Q.** Appropriate after-landing checks and aircraft taxi procedures accomplished in accordance with the flight manual and applicable directives. Completed all required forms accurately.

**3.2.26.2. Q-.** Same as qualified except some deviations or omissions noted in performance of after-landing check and/or aircraft taxi procedures in which safety was not jeopardized. Required forms completed with minor errors.

**3.2.26.3. U.** Major deviations or omissions were made in performance of after-landing check or aircraft taxi procedures which could have jeopardized safety. Data recorded inaccurately or omitted.

**3.2.27. Area 27--Flight Leadership:**

**3.2.27.1. Q.** Positively directed the flight during accomplishment of the mission and made timely comments to correct discrepancies when required. Made sound and timely inflight decisions.

**3.2.27.2. Q-.** Inflight decisions delayed mission accomplishment or degraded training benefit.

**3.2.27.3. U.** Did not accomplish the mission or failed to correct inflight discrepancies. Inflight decisions jeopardized mission accomplishment.

**3.2.28. Area 28--Debriefing/Critique:**

**3.2.28.1. Q.** Thoroughly debriefed the mission (or applicable portions). Compared mission results with initial objectives that were established for the mission. Debriefed deviations. Offered corrective guidance as appropriate.

**3.2.28.2. Q-.** Limited debriefing. Did not thoroughly discuss performance in relationship to mission objectives. Did not debrief all deviations.

**3.2.28.3. U.** Did not debrief mission deviations or offer corrective guidance.

**3.2.29. Area 29--Knowledge: (Evaluate all applicable subareas.)**

**3.2.29.1. Aircraft General:**

**3.2.29.1.1. Q.** Demonstrated thorough knowledge of aircraft systems, limitations and performance characteristics.

**3.2.29.1.2. Q-.** Knowledge of aircraft systems, limitations, and performance characteristics sufficient to perform the mission safely. Demonstrated deficiencies either in depth of knowledge or comprehension.

**3.2.29.1.3. U.** Demonstrated unsatisfactory knowledge of aircraft systems, limitations or performance characteristics.

**3.2.29.2. Emergency Procedures:**

**3.2.29.2.1. Q.** Displayed correct, immediate response to Bold Face and nonBold Face emergency situations. Effectively used checklist.

**3.2.29.2.2. Q-.** Response to Bold Face emergencies 100% correct. Response to certain areas of nonBold Face emergencies or followon steps to Bold Face procedures was slow/confused. Used the checklist when appropriate, but slow to locate required data.

**3.2.29.2.3. U.** Incorrect response for Bold Face emergency. Unable to analyze problems or take corrective action. Did not use checklist, or lacks acceptable familiarity with its arrangement or contents.

**3.2.29.3. Flight Rules/Procedures:**

**3.2.29.3.1. Q.** Thorough knowledge of flight rules and procedures.

**3.2.29.3.2. Q-.** Deficiencies in depth of knowledge.

**3.2.29.3.3. U.** Inadequate knowledge of flight rules and procedures.

**3.2.29.4. Weapon/Tactics/Threat:**

**3.2.29.4.1. Q.** Thorough knowledge of all aircraft weapons systems, weapons effects, tactics and threats applicable to the unit mission.

**3.2.29.4.2. Q-.** Deficiencies in depth of knowledge or comprehension of weapons systems, weapons effects, tactics and threat knowledge which would not preclude successful mission accomplishment.

**3.2.29.4.3. U.** Insufficient knowledge of weapons, tactics and threat contributed to ineffective mission accomplishment.

**3.2.29.5. Local Area Procedures:**

**3.2.29.5.1. Q.** Thorough knowledge of local procedures.

**3.2.29.5.2. Q-.** Limited knowledge of local procedures.

**3.2.29.5.3. U.** Inadequate knowledge of local procedures.

**3.2.29.6. Plans/Alert Procedures:**

**3.2.29.6.1. Q.** Adequate knowledge of plans applicable to the unit mission. Thoroughly familiar with alert procedures and contingencies.

**3.2.29.6.2. Q-.** Deficiencies in depth of knowledge or comprehension of plans or alert procedures applicable to the unit.

**3.2.29.6.3. U.** Knowledge of plans/alert procedures insufficient to ensure effective mission accomplishment.

**3.2.29.7. Authentication Procedures:**

**3.2.29.7.1. Q.** Performed authentication with no errors.

**3.2.29.7.2. Q-.** Minor errors in authentication.

**3.2.29.7.3. U.** Unable to authenticate or authenticated incorrectly.

**3.2.30. Area 30--Airmanship (Critical):**

**3.2.30.1. Q.** Executed the assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.

**3.2.30.2. U.** Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that safety could have been compromised.

**3.2.31. Area 31--Safety (Critical):**

**3.2.31.1. Q.** Aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.

**3.2.31.2. U.** Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Did not adequately clear. Operated the aircraft in a dangerous manner.

**3.2.32. Area 32--Aircrew Discipline (Critical):**

**3.2.32.1. Q.** Demonstrated strict professional flight and crew discipline throughout all phases of the mission.

**3.2.32.2. U.** Failed to exhibit strict flight or crew discipline. Violated or ignored rules or instructions.

**3.2.33. Area 33--Instructor Performance:**

**3.2.33.1. Briefing/Debriefing:**

**3.2.33.1.1. Q.** Presented a comprehensive, instructional briefing/debriefing which encompassed all mission events. Made excellent use of training aids. Excellent analysis of all events/maneuvers. Clearly defined objectives.

**3.2.33.1.2. Q-.** Minor errors or omissions in briefing/debriefing or mission critique. Occasionally unclear in analysis of events or maneuvers.

**3.2.33.1.3. U.** Major errors or omissions in briefing/debriefing. Analysis of events or maneuvers was incomplete, inaccurate or confusing. Did not use training aids/reference material effectively. Briefing/debriefing below the caliber of that expected of instructors. Failed to define mission objectives.

**3.2.33.2. Demonstration of Maneuvers:** (For instructor evaluations where the IP normally instructs from a chase aircraft, the examinee will fly a portion of the mission in the chase position.)

**3.2.33.2.1. Q.** Performed required maneuvers within prescribed parameters. Provided concise, meaningful inflight commentary. Demonstrated excellent instructor proficiency.

**3.2.33.2.2. Q-.** Performed required maneuvers with minor deviations from prescribed parameters. Inflight commentary was sometimes unclear.

**3.2.33.2.3. U.** Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide inflight commentary. Demonstrated below average instructor proficiency.

**3.2.33.3. Instructor Knowledge:**

**3.2.33.3.1. Q.** Demonstrated indepth knowledge of procedures, requirements, aircraft systems/performance characteristics, mission and tactics beyond that expected of noninstructors.

**3.2.33.3.2. Q-.** Deficiencies in depth of knowledge, comprehension of procedures, requirements, aircraft systems/performance characteristics, mission or tactics.

**3.2.33.3.3. U.** Unfamiliar with procedures, requirements, aircraft systems/performance characteristics, mission or tactics. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.

**3.2.33.4. Ability to Instruct:**

**3.2.33.4.1. Q.** Demonstrated excellent instructor/evaluator ability. Clearly defined all mission requirements and any required additional training/corrective action. Instruction/evaluation was accurate, effective and timely. Was completely aware of aircraft/mission situation at all times.

**3.2.33.4.2. Q-.** Problems in communication or analysis degraded effectiveness of instruction/evaluation.

**3.2.33.4.3. U.** Demonstrated inadequate ability to instruct/evaluate. Unable to perform, teach or assess techniques, procedures, systems use or tactics. Did not remain aware of aircraft/mission situation at all times.

**3.2.33.5. Training/Evaluation Forms Preparation:**

**3.2.33.5.1. Q.** Completed appropriate training/evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.

**3.2.33.5.2. Q-.** Minor errors or omissions in training/evaluation records. Comments were incomplete or slightly unclear.

**3.2.33.5.3. U.** Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

3.2.34. **Area 3440.** Not Used.

**3.3. Instrument:****3.3.1. Area 41--Holding:**

**3.3.1.1. Q.** Performed entry and holding IAW published procedures and directives. Holding pattern limit exceeded by not more than:

Leg Timing  $\pm 15$  seconds

TACAN  $\pm 2$  NM

**3.3.1.2. Q-.** Holding pattern limit exceeded by not more than:

Leg Timing  $\pm 20$  seconds

TACAN  $\pm 3$  NM

**3.3.1.3. U.** Holding was not IAW published procedures and directives. Exceeded criteria for Q or holding pattern limits.

**3.3.2. Instrument Penetration (Initial Approach Fix to Final Approach Fix/Descent Point)**

**3.3.2.1. Q.** Performed the penetration and approach as published/directed and IAW applicable flight manuals. Complied with all restrictions. Made smooth and timely corrections.

**3.3.2.2. Q-.** Performed the penetration and approach with minor deviations. Complied with all restrictions. Slow to make corrections.

**3.3.2.3. U.** Performed the penetration and approach with major deviations. Erratic corrections.

**3.3.3. Area 43. Instrument Patterns (Down-wind/Base Leg):**



**3.3.3.1. Q.** Performed procedures as published or directed and IAW flight manual. Smooth and timely response to controller instruction.

**3.3.3.2. Q-.** Performed procedures with minor deviations. Slow to respond to controller instruction.

**3.3.3.3. U.** Performed procedures with major deviations/ erratic corrections. Failed to comply with controller instruction.

**3.3.4. Area 44--NonPrecision Approach:**

**3.3.4.1. Q.** Adhered to all published/directed procedures and restrictions. Used appropriate descent rate to arrive at Minimum Descent Altitude (MDA) at or before Visual Descent Point (VDP)/ Missed Approach Point (MAP). Position would have permitted a safe landing. Maintained proper/briefed AOA.

3.3.4.1.1. Airspeed +10/5 kts

3.3.4.1.2. Heading  $\pm 5$  degrees (ASR)

3.3.4.1.3. Course  $\pm 5$  degrees at MAP

3.3.4.1.4. Localizer less than one dot deflection

3.3.4.1.5. Minimum Descent Altitude +100/0 feet

**3.3.4.2. Q-.** Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing. Slow to correct to proper/ briefed AOA.

3.3.4.2.1. Airspeed +15/5 kts

3.3.4.2.2. Heading  $\pm 10$  degrees (ASR)

3.3.4.2.3. Course  $\pm 10$  degrees at MAP

3.3.4.2.4. Localizer within two dots deflection

3.3.4.2.5. Minimum Descent Altitude +150/50 feet

**3.3.4.3. U.** Did not comply with published/directed procedures or restrictions. Exceeded Q limits. Maintained steady state flight below the MDA, even though the 50 foot limit was not exceeded. Could not land safely from the approach.

**NOTE:**

The 50 foot tolerance applies only to momentary excursions.

**3.3.5. Area 45--Precision Approach (See Note 3, Table 2.1.).**

**3.3.5.1. Q.** Performed procedures as directed and IAW applicable flight manual. Smooth and timely response to controller's instructions (PAR). Complied with decision height. Position would have permitted a safe landing. Maintained proper/briefed AOA. Maintained glide path with only minor deviations.

3.3.5.1.1. Airspeed +10/-5 kts

3.3.5.1.2. Heading within 5 degrees of controller's instructions (PAR)

3.3.5.1.3. Glide Slope/Azimuth within one dot (ILS)

**3.3.5.2. Q-.** Performed procedures with minor deviations. Slow to respond to controller's instructions. Slow to make corrections or initiate procedures. Position would have permitted a safe landing. Slow to correct to proper/briefed AOA. Improper glide path control.

3.3.5.2.1. Airspeed +15/-5 kts

3.3.5.2.2. Heading within 10 degrees of controller's instructions (PAR)

3.3.5.2.3. Glide Slope within one dot low/two dots high (ILS)

3.3.5.2.4. Azimuth within two dots (ILS)

3.3.5.2.5. Initiated missed approach (if applicable) at decision height, +50/-0 ft.

**3.3.5.3. U.** Performed procedures with major deviations. Did not respond to controller's instructions. Erratic corrections. Exceeded Q- limits. Did not comply with decision height and/or position would not have permitted a safe landing. Erratic glide path control.

**3.3.6. Area 46 --NOT USED**

3.3.6.1. DELETED.

3.3.6.1.1. DELETED.

3.3.6.1.2. DELETED.

3.3.6.2. DELETED.

3.3.6.2.1. DELETED.

3.3.6.2.2. DELETED.

3.3.6.2.3. DELETED.

3.3.6.2.4. DELETED.

3.3.6.3. DELETED.

**3.3.7. Area 47--Missed Approach/Climb Out:**

**3.3.7.1. Q.** Executed missed approach/climbout as published directed. Completed all procedures IAW applicable flight manual.

**3.3.7.2. Q-.** Executed missed approach/climbout with minor deviations. Slow to comply with published procedures, controller's instructions or flight manual procedures.

**3.3.7.3. U.** Executed missed approach/climbout with major deviations, or did not comply with applicable directives.

**3.3.8. Area 48--Circling/SideStep Approach:**

**3.3.8.1. Q.** Performed circling/sidestep approach in accordance with procedures and techniques outlined in the flight manual and AFMAN 11-217, *Instrument Flight Procedures*. Aircraft control was positive and smooth. Proper runway alignment.

**3.3.8.2. Q-.** Performed circling/sidestep approach with minor deviations to procedures and techniques outlined in the flight manual and AFMAN 11-217. Aircraft control was not consistently smooth, but safe. Runway alignment varied, but goaround not required.

**3.3.8.3. U.** Circling/sidestep approach not performed in accordance with procedures and techniques outlined in the flight manual and AFMAN 11-217. Erratic aircraft control. Large deviations in runway alignment required goaround.

**3.3.9. Area 49--Instrument Cross Check:**

**3.3.9.1. Q.** Effective instrument cross-check. Smooth and positive aircraft control throughout flight. Meets "Q" criteria listed in General Criteria, applicable special events or instrument final approaches.

**3.3.9.2. Q-.** Slow instrument cross-check. Aircraft control occasionally abrupt to compensate for recognition of errors. Meets "Q-" criteria listed in General Criteria, applicable special events or instrument final approaches.

**3.3.9.3. U.** Inadequate instrument cross-check. Erratic aircraft control. Exceeded Q- limits.

**3.3.10. Area 50--Not used.**

**3.4. Tactical Employment:**

**3.4.1. A: General**

**3.4.1.1. Area 51--Tactical Plan:**

**3.4.1.1.1. Q.** Welldeveloped plan that included consideration of mission objectives, the threat and capabilities of all flight members. Addressed contingencies in development of plan.

**3.4.1.1.2. Q-.** Minor omissions in the plan resulted in lessthanoptimum achievement of objectives and detracted from mission effectiveness. Planned tactics resulted in unnecessary difficulty.

**3.4.1.1.3. U.** Major errors in the plan precluded accomplishment of the stated objectives.

**3.4.1.2. Area 52--Tactical Execution:**

**3.4.1.2.1. Q.** Applied tactics consistent with the threat, current directives, and good judgment. Executed the plan and achieved mission goals. Quickly adapted to changing environment. Maintained situational awareness.

**3.4.1.2.2. Q-.** Minor deviations from tactical plan which did not result in an ineffective mission. Slow to adapt to changing environment. Poor situational awareness.

**3.4.1.2.3. U.** Unable to accomplish the mission due to major errors of commission or omission during execution of the plan. Situational awareness lost.

**3.4.1.3. Area 53--Ground Control Intercept (GCI)/Airborne Warning and Control System (AWACS)/Composite Force Interface:**

**3.4.1.3.1. Q.** Effectively planned for and used GCI/AWACS to enhance mission and achieve objectives. No confusion between GCI/AWACS and fighters.

**3.4.1.3.2. Q-.** Minor confusion between GCI/AWACS and fighters. Less than optimum use of GCI/AWACS which did not affect the fighter's offensive advantage.

**3.4.1.3.3. U.** Inadequate or incorrect use of GCI/AWACS resulted in loss of offensive potential.

**3.4.1.4. Area 54--Radio Transmission Usage and Discipline:**

**3.4.1.4.1. Q.** Radio communications (both inter and intracockpit) were concise, accurate and effectively used to direct maneuvers or describe the tactical situation.

**3.4.1.4.2. Q-.** Minor terminology errors or omissions occurred, but did not significantly detract from situational awareness, mutual support or mission accomplishment. Extraneous comments over primary or secondary radios presented minor distractions.

**3.4.1.4.3. U.** Radio communications over primary/secondary radios were inadequate or excessive. Inaccurate or confusing terminology significantly detracted from mutual support, situational awareness or mission accomplishment.

**3.4.1.5. Area 55--Visual Lookout:**

**3.4.1.5.1. Q.** Demonstrated thorough knowledge and effective application of visual lookout techniques for all phases of flight.

**3.4.1.5.2. Q-.** Demonstrated limited knowledge of visual lookout techniques. Did not establish lookout responsibilities for all phases of flight. Slow to acquire threats to flight or targets to be attacked.

**3.4.1.5.3. U.** Demonstrated unsatisfactory knowledge and/or application of visual lookout responsibilities. Allowed threat to penetrate to short range undetected.

**3.4.1.6. Area 56--Mutual Support:**

**3.4.1.6.1. Q.** Maintained mutual support during entire engagement thus sustaining an offensive posture and/or negating all attacks. Adhered to all engaged and support responsibilities.

**3.4.1.6.2. Q-.** Mutual support occasionally broke down resulting in temporary confusion or the loss of an offensive advantage. Demonstrated limited knowledge of engaged and support responsibilities.

**3.4.1.6.3. U.** Mutual support broke down resulting in the flight being put in a defensive position from which all attacks were not negated. Demonstrated inadequate knowledge of engaged and support responsibilities.

**3.4.1.7. Area 57--Tactical Navigation:****3.4.1.7.1. General:**

**3.4.1.7.1.1. Q.** Navigated to desired destination and remained geographically oriented during the tactical portion of the mission along the desired route. Altitude and route of flight reflected consideration for enemy threats. Maintained terrain awareness. Complied with established altitude minimums. Adhered to airspace restrictions.

**NOTE:**

Airspace restrictions include buffer zones, restrictive fire plans, fire support coordination lines, friendly artillery fans, ingress/egress corridors and other airspace restrictions.

**3.4.1.7.1.2. Q-.** Deviations from planned route of flight were recognized and corrected. Maintained terrain awareness. Altitude control contributed to exposure to threats for brief periods. Did not optimize terrain masking (if applicable).

**3.4.1.7.1.3. U.** Failed to locate desired destination. Deviations from planned route of flight exposed flight to threats. Violated airspace restrictions or altitude minimums. Poor airspeed/altitude control contributed to disorientation. Inadequate terrain awareness. Did not use terrain masking (if applicable).

**3.4.1.7.2. Medium Altitude:**

**3.4.1.7.2.1. Q.** Demonstrated satisfactory capability to adjust for deviations in time and course; only minor corrections required.

**3.4.1.7.2.2. Q-.** Medium level course and airspeed control resulted in large corrections. Minor error in procedures/use of navigation equipment.

**3.4.1.7.2.3. U.** Failed to recognize checkpoints or adjust for deviations in course. Major errors in procedures/use of navigation equipment.

**3.4.1.7.3. Low Altitude:**

**3.4.1.7.3.1. Q.** Demonstrated satisfactory capability to adjust for deviations in time and course; only minor corrections required. Remained oriented within 2 NM of planned course or adjusted course and within route or airspace boundaries. Used terrain masking as circumstances allowed.

**3.4.1.7.3.2. Q-.** Low level altitude and airspeed control resulted in large corrections. Remained oriented within 3 NM of planned course and/or adjusted course within route boundaries.

**3.4.1.7.3.3. U.** Failed to recognize checkpoints or adjust for deviations in time and course. Exceeded low level route boundaries. Did not use terrain masking if available and tactically required. Exceeded Q parameters. Major errors in procedures/use of navigation equipment. Violated lowlevel instructions/restricted airspace.

**3.4.1.8. Area 58--Ingress:**

**3.4.1.8.1. Q.** Aware of all known/simulated threats and defenses. Employed effective use of terrain masking and/or route and altitude selection.

**3.4.1.8.2. Q-.** Ignored some of the known/simulated threats and defenses. Improper use of terrain masking and/or route and altitude selection resulted in unnecessary exposure.

**3.4.1.8.3. U.** Failed to honor known/simulated threats and defenses significantly reducing survivability. Failed to employ effective terrain masking and/or route or altitude threat deconfliction.

**3.4.1.9. Area 59--Egress:**

**3.4.1.9.1. Q.** Effectively used evasive maneuvers and terrain masking to complete an expeditious egress from the target area. Flight/element joinup was accomplished as soon as possible without undue exposure to enemy defenses.

**3.4.1.9.2. Q-.** Egress contributed to unnecessary exposure to threats and delayed flight joinup and departure from target area.

**3.4.1.9.3. U.** Egress caused excessive exposure to threats. Flight/element joinup was not accomplished or resulted in excessive exposure to threats.

**3.4.1.10. Area 60--Combat Separation:**

**3.4.1.10.1. Q.** Adhered to briefed/directed separation procedures. Positive control of flight/element during separation. Maintained mutual support with adversary unable to achieve valid simulated missile/gunfiring parameters.

**3.4.1.10.2. Q-.** Minor deviations from briefed/directed separation procedures. Limited control of flight/element during separation. Allowed mutual support to break down intermittently.

**3.4.1.10.3. U.** Did not adhere to briefed/directed separation procedures to the degree that an emergency fuel condition would have developed if allowed to continue uncorrected. Could not effectively separate from the engagement or could not regain mutual support.

**3.4.1.11. Area 61--Timing:** Time will be based on preplanned Time over Target (TOT) (ordnance impact). Adjustments in TOT will be made for nonaircrewcaused delays. In the case of "no spot", timing will be adjusted to a bomb. If range clearance is delayed, time at a preplanned IP may be substituted for TOT. The FE may widen this timing criterion if the examinee was forced to maneuver extensively along the ingress route due to simulated enemy air or ground defense reactions and/or weather.

**3.4.1.11.1. Q.**  $\pm 1$  minute. Covered TOT.

**3.4.1.11.2. Q-.**  $\pm 2$  minutes. Covered TOT.

**3.4.1.11.3. U.** Exceeded Q parameters. Failed to cover TOT due to inadequate planning or use of resources.

**3.4.1.12. Area 62--Training Rules/ Rule of Engagement (ROE):**

**3.4.1.12.1. Q.** Adhered to and knowledgeable of all training rules/ROE.

**3.4.1.12.2. Q-.** Minor deviations. Made timely and positive corrections. Did not jeopardize safety of flight.

**3.4.1.12.3. U.** Significant deviations indicating a lack of knowledge of training rules/ROE.

**3.4.1.13. Area 63--Threat Reactions:**

**3.4.1.13.1. Q.** Threat reactions were timely and correct. Accomplished appropriate countermeasures and performed maneuvers to counter threat.

**3.4.1.13.2. Q-.** Threat reactions were slow or inconsistent. Slow to accomplish appropriate countermeasures or perform maneuvers to counter threat.

**3.4.1.13.3. U.** Numerous threat reactions were omitted or incorrect. Failed to accomplish countermeasures or perform maneuvers to counter threat.

**3.4.1.14. Area 64--Not used.****3.4.1.15. Area 65--Inflight Report:**

**3.4.1.15.1. Q.** Gave accurate, precise inflight reports in correct format.

**3.4.1.15.2. Q-.** Deviated from established procedures/format. Completed reports.

**3.4.1.15.3. U.** Failed to make inflight reports. Unfamiliar with inflight reporting procedures.

**3.4.1.16. Area 66--ECM/ECCM/IRCM/RWR:**

**3.4.1.16.1. Q.** Interpretation of threat scope aural tones, warning lights and operation of chaff/ECM systems, indicated thorough knowledge.

**3.4.1.16.2. Q-.** Interpretation of threat scope, aural tones, warning lights and operation of chaff/ECM systems indicated limited knowledge.

**3.4.1.16.3. U.** Displayed unsatisfactory interpretation of threat scope, aural tones, warning lights or operation of chaff/ECM system.

**3.4.1.17. Area 67 --Weapons System Utilization:**

**3.4.1.17.1. Q.** Correctly utilized the weapon system to deliver the desired ordnance (actual or simulated). Executed all required procedures to successfully employ the weapon.

**3.4.1.17.2. Q-.** Late to prepare the weapon system to deliver the desired ordnance. Minor procedural errors degraded weapons employment.

**NOTE:**

A successful reattack following a dry pass caused by minor procedural errors during the delivery is an example of degraded weapons employment.

**3.4.1.17.3. U.** Did not correctly prepare the weapon system to deliver the desired ordnance. Improper procedures during the attack resulted in unsuccessful weapons delivery.

**3.4.1.18. Areas 68 - 74.** Not used.

**3.4.2. Air to Air:**

**3.4.2.1. Area 75--Offensive Maneuvering:**

**3.4.2.1.1. Q.** Effective use of basic fighter maneuvering and air combat maneuvering to attack/counter opposing aircraft. Good aircraft control. Effectively managed energy level during engagements.

**3.4.2.1.2. Q-.** Limited maneuvering proficiency; however, during engagements did not effectively counter opposing aircraft. Occasionally mismanaged energy levels, jeopardizing offensive advantage.

**3.4.2.1.3. U.** Unsatisfactory knowledge or performance of maneuvers, aircraft handling or energy management. Lost offensive advantage.

**3.4.2.2. Area 76--Defensive/Counteroffensive Maneuvering:**

**3.4.2.2.1. Q.** Performed correct initial move to counter attack of opposing aircraft. Used correct maneuvers to negate the threat.

**3.4.2.2.2. Q-.** Some hesitation or confusion during initial stages of counteroffensive/defensive situation. Minor errors in energy management or BFM delayed negating the attack of an opposing aircraft.

**3.4.2.2.3. U.** Unable to negate attack of opposing aircraft.

**3.4.2.3. Area 77--Air-to-Air Weapons Employment:** (Snapshots assessed as misses may be discounted from computations if attacks were tactically sound and attempted within designated parameters.)

**3.4.2.3.1. Q.** Demonstrated proper knowledge of missile/gunfiring procedures and attack parameters. Simulated missile/rocket/gun-firing were accomplished at each opportunity and within designated parameters. Successfully completed 75 percent (or two of three/one of two) of attempted shots.

**3.4.2.3.2. Q-.** Demonstrated limited knowledge of missile/gunfiring procedures and attack parameters. Simulated employment of weapons was successful but made minor errors which did not affect overall result. Slow to recognize appropriate parameters. Successfully completed 50 percent or more of all attempted shots (four or more attempts).

**3.4.2.3.3. U.** Demonstrated inadequate knowledge of missile/gunfiring procedures or attack parameters. Attempts to simulate weapons employment were unsuccessful due to aircrew error. Did not meet Q criteria.

**3.4.2.4. Areas 78 - 80.** Not used.

### **3.4.3. Air-to-Surface:**

#### **3.4.3.1. Area 81--Target Acquisition:**

**3.4.3.1.1. Q.** Target acquired on the first attack or, if missed due to difficult target identification features, a successful reattack was accomplished. For multiple target scenarios, all targets were acquired on the first attack or with a successful reattack.

**3.4.3.1.2. Q-.** Late to acquire the target, degraded the initial attack or reattack. For multiple target scenarios, 50 percent or more of the targets were acquired on the first attack or with a successful reattack.

**3.4.3.1.3. U.** Target was not acquired. For multiple target scenarios, less than 50 percent of the targets were acquired on the first attack or with a successful reattack.

#### **NOTE:**

A successful reattack is defined as being within parameters to effectively employ the planned weapons against the target.

**3.4.3.2. Area 82--Air-to-Surface Weapons Employment: Note 1:** Scoreable Ranges. When weapons deliveries are performed on different ranges during the same mission, or like deliveries constituting separate events are performed on the same range, all events will be evaluated and the area grade will be predicated upon the criteria below.

**Note 2:** Unscoreable Ranges. Hit/miss will be determined by the FE based on impact of the simulated ordnance and desired weapons effects for the pass flown.

**Note 3:** Simulated releases. Hit/ miss will be determined by the FE based on VTR film, etc.

**Note 4:** The FE will determine Hit/Miss by reference to VTR film in cases where unexplained weapons delivery misses occur (e.g. wind shears).

**Note 5:** Hit/Miss.

#### **3.4.3.2.1. Single Pass (Tactical Attack):**



**3.4.3.2.1.1. Q.** Demonstrated complete knowledge of weapons delivery procedures, attack parameters, and weapons computations for the events performed. Bomb Score was within hit criteria.

**3.4.3.2.1.2. Q-.** Minor errors in knowledge of weapons delivery procedures, attack parameters, or weapons computations for the events performed. Bomb Score less than or equal to 150% of hit criteria.

**3.4.3.2.1.3. U.** Demonstrated inadequate knowledge of weapons delivery procedures, attack parameters, or weapons computations for the events flown. Failed to deliver ordnance on original attack or reattack due to aircrew error (switch error, navigation error, etc.). Bomb Score exceeded 150% of hit criteria.

**3.4.3.2.2. Single Event:**

**3.4.3.2.2.1. Q.** Demonstrated complete knowledge of weapons delivery procedures, attack parameters, weapons computations and error analysis for the events performed. At least 50% of all bombs were within hit criteria.

**DB**

Miss/Hit/Hit/Miss

**3.4.3.2.2.2. Q-.** Minor errors in knowledge of weapons delivery procedures, attack parameters, weapons computations, or error analysis for the events performed. At least 50% of all bombs were within hit criteria.

**DB**

Miss/Hit/Hit/Miss

**3.4.3.2.2.3. U.** Demonstrated inadequate knowledge of weapons delivery procedures, attack parameters, weapons computations or error analysis for the events flown. Less than 50% of all bombs were within hit criteria.

**DB**

Miss/Hit/Miss/Miss

**3.4.3.2.3. Multiple Events:**

**3.4.3.2.3.1. Q.** Qualified within the applicable criteria in all events attempted. At least 50% of all bombs in each event were within hit criteria.

**DB**

Miss/Hit

**LALD**

Miss/Hit

**LAB**

Miss/Hit

**3.4.3.2.3.2. Q-.** Minor errors in knowledge of weapons delivery procedures, attack parameters, weapons computations, or error analysis for the events performed. Less than Q criteria.

**DB**

**LALD**

**LAB**

Miss/Miss	Miss/Hit	Miss/Hit
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**3.4.3.2.3.3. U.** Demonstrated inadequate knowledge of weapons delivery procedures, attack parameters, weapons computations, or error analysis for the events flown. Unqualified in greater than 50% of all events attempted.

<b>DB</b>	<b>LALD</b>	<b>LAB</b>
Miss/Miss	Miss/Miss	Hit/Hit

#### **3.4.3.3. Area 83--Range Procedures:**

**3.4.3.3.1. Q.** Used proper procedures for entering and exiting the range. Range operations followed established procedures.

**3.4.3.3.2. Q-.** Minor deviations from established procedures for range entry, exit or operations.

**3.4.3.3.3. U.** Major deviations from established procedures for range entry, exit or operations.

**3.4.3.4. Areas 84-85.** Not used.

#### **3.4.3.5. Area 86--Laser Guided Bomb (LGB) Delivery Procedures:**

**3.4.3.5.1. Q.** Correctly released the LGB at the planned delivery parameters. Used proper lasing procedures to optimally guide the LGB. Followed all current procedures and guidance during the LGB delivery and recovery.

**3.4.3.5.2. Q-.** Minor errors resulting in release outside the planned LGB delivery parameters degraded weapons effectiveness. Lasing procedures degraded weapon effectiveness. Minor errors in LGB delivery and recovery procedures degraded weapons effectiveness.

**3.4.3.5.3. U.** Improper release parameters resulted in the LGB being delivered outside weapon/seeker limits. Used improper lasing procedures which caused the weapon to miss the target. Major errors in execution of LGB delivery and/or recovery procedures.

**3.4.3.6. Areas 87 - 92.** Not used.

#### **3.4.4. Suppression of Enemy Air Defenses:**

**3.4.4.1. Area 93 - 100.** Not used.

#### **3.4.5. Electronic Warfare:**

**3.4.5.1. Area 101 - 110.** Not used.

#### **3.4.6. Reconnaissance:**

**3.4.6.1. Area 111--Target Acquisition.** Not used.

**3.4.6.2. Area 112--Photo Quality.** Not used.

**3.4.6.3. Area 113--EEI.** Not used.

**3.4.6.4. Area 114--HighLevel Tactical Navigation.** Not used.

**3.4.6.5. Area 115 - 120.** Not used.

**3.4.7. Forward Air Control:**

**3.4.7.1. Area 121--Target Area Identification:**

**3.4.7.1.1. Q.** Acquired the target and positively confirmed target and friendly location expeditiously.

**3.4.7.1.2. Q-.** Minor delays in acquiring target, but positively confirmed location. Mission effectiveness was not compromised.

**3.4.7.1.3. U.** Failed to locate or did not positively confirm target location.

**3.4.7.2. Area 122--Tactical Air Control System (TACS) Coordination:**

**3.4.7.2.1. Q.** Effected timely coordination with all appropriate agencies to include strike clearance.

**3.4.7.2.2. Q-.** Coordinated with all appropriate agencies, however, not in a timely, effective manner. Delays caused by untimely coordination did not affect mission accomplishment. Strike clearance was received prior to initiating the attack.

**3.4.7.2.3. U.** Did not coordinate with all appropriate agencies. Commenced attack without strike clearance. Delays caused by untimely coordination rendered the mission ineffective.

**3.4.7.3. Area 123--Attack Preparation and Briefing:**

**3.4.7.3.1. Q.** Provided the fighters with a clear briefing in accordance with the appropriate directives. Tactics/weapons selection commensurate with situation.

**3.4.7.3.2. Q-.** Briefing had minor errors/omissions which did not affect mission effectiveness.

**3.4.7.3.3. U.** Briefing was not clearly and concisely delivered. Provided erroneous or omitted information which compromised mission effectiveness.

**3.4.7.4. Area 124--Target Marking/Description:**

**3.4.7.4.1. Q.** Accomplished accurate and timely marking. Fighters understood location of the specific target.

**3.4.7.4.2. Q-.** Marks were adequate for the fighters to identify the target; however, remarking or excessive verbal description was required to identify the target.

**3.4.7.4.3. U.** Fighters could not locate the target even after remarking.

**3.4.7.5. Area 125--Observation Position (As Required by the Scenario):**

**3.4.7.5.1. Q.** Maneuvered to clearly observe the target and Close Air Support (CAS) aircraft during all phases of the attack. Exercised positive aircraft control. Remained within maneuvering parameters. Did not unnecessarily jeopardize aircraft.

**3.4.7.5.2. Q-.** Observation position afforded an adequate view of the target and CAS aircraft. Exercised adequate aircraft control. Momentary deviations from maneuvering parameters. Possibly jeopardized aircraft.

**3.4.7.5.3. U.** Observation position did not allow an adequate view of the target and CAS aircraft. Aircraft flown outside of maneuvering parameters.

**3.4.7.6. Area 126--Attack Control:**

**3.4.7.6.1. Q.** Exercised positive control of fighters throughout mission. Provided clear, timely, accurate ordnance adjustment instructions and attack clearance to each aircraft.

**3.4.7.6.2. Q-.** Control of fighters and ordnance adjustment were adequate and safe. Attack clearance provided to each aircraft. Control and clearances could have been more positive and expeditious.

**3.4.7.6.3. U.** Control and instructions were not timely, clear or accurate, causing a degraded or ineffective mission.

**3.4.7.7. Area 127--Post Attack**

**3.4.7.7.1. Q.** Accomplished a complete and accurate assessment. Provided the fighters and appropriate agencies a concise report in accordance with the governing directives.

**3.4.7.7.2. Q-.** Assessment was not consistent with delivery accuracy or ordnance effects and/or made minor errors/ omissions in rendering the report.

**3.4.7.7.3. U.** Did not accomplish a realistic assessment of the attack. Results were grossly exaggerated/underestimated. Report contained major errors.

**3.4.7.8. Area 128--Visual Reconnaissance:**

**3.4.7.8.1. Q.** Effectively identified appropriate elements of information. Minimized threat exposure. Preserved operational security.

**3.4.7.8.2. Q-.** Minor errors or omissions in identification of aircraft unnecessarily. Degraded operational security.

**3.4.7.8.3. U.** Elements of information were not identified or confirmed. Unnecessarily jeopardized aircraft. Operational security compromised.

**3.4.7.9. Area 129--Rendezvous:**

**3.4.7.9.1. Q.** Expeditiously effected rendezvous where threat permitted or provided timely and accurate holding instructions.

**3.4.7.9.2. Q-.** Minor delays or confusion in rendezvous or holding instructions. Holding instructions or attempt to rendezvous possibly jeopardized own or attack aircraft unnecessarily.

**3.4.7.9.3. U.** Provide erroneous or inaccurate instructions. Unnecessarily jeopardized own or attack aircraft.

**3.4.7.10. Area 130.** Not used.

**3.4.8. Combat Search and Rescue:**

**3.4.8.1. Area 131--Survivor Location/Identification:**

**3.4.8.1.1. Q.** Well organized search using all available assets. Found the survivor in a timely manner. Did not highlight or endanger the survivor. Used proper authentication procedures and did not compromise any vital information.

**3.4.8.1.2. Q-.** Did not make effective use of available assets. Slow to recognize best search technique for the given situation. Accomplished authentication procedures with deviations or omissions that did not affect successful completion of the mission.

**3.4.8.1.3. U.** Unsatisfactory search procedures.

**3.4.8.2. Area 132--Survivor Protection:**

**3.4.8.2.1. Q.** Managed effective protection of the survivor. Efficiently neutralized any threats to the survivor.

**3.4.8.2.2. Q-.** Slow to initiate actions to protect the survivor from threats.

**3.4.8.2.3. U.** Did not provide survivor protection.

**3.4.8.3. Area 133 --Helicopter Rendezvous and Escort:**

**3.4.8.3.1. Q.** Managed efficient and timely helicopter rendezvous. Employed effective escort procedures to protect the helicopters.

**3.4.8.3.2. Q-.** Slow to manage rendezvous. Escort procedures allowed lapses in helicopter protection.

**3.4.8.3.3. U.** Unable to rendezvous with helicopter. Escort procedures did not protect the helicopters.

**3.4.8.4. Area 134 --Pick-up Briefing:**

**3.4.8.4.1. Q.** Efficient and timely pick-up brief. Contained all required information, was clear and concise, and well coordinated.

**3.4.8.4.2. Q-.** Slow to organize and coordinate pick-up brief. Minor deviations in the briefing.

**3.4.8.4.3. U.** Unable to effectively coordinate and complete the pick-up brief.

**3.4.8.5. Area 135 --Pick-up Execution:**

**3.4.8.5.1. Q.** Efficient and timely execution. All available support assets were coordinated to provide a maximum effort. Proper pick-up procedures and protection procedures were employed.

**3.4.8.5.2. Q-.** Slow at executing the pick-up. Minor deviations which did not effect the successful completion of the pick-up.

**3.4.8.5.3. U.** Unable to execute the pick-up. Major deviations in procedures.

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**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION****References**

**ACM**—Air Combat Maneuver  
**ACMI**—Air Combat Maneuvering Instrumentation  
**AFAC**—Air Forward Air Controller  
**AGL**—Above Ground Level  
**AOA**—Angle of Attack  
**APU**—Auxiliary Power Unit  
**ASR**—Airport Surveillance Radar  
**ATA**—Airport Traffic Area  
**ATC**—Air Traffic Control  
**ATCAA**—Air Traffic Controlled Assigned Airspace  
**AWACS**—Airborne Warning and Control System  
**BFM**—Basic Fighter Maneuver  
**BIT**—Built in test  
**BMC**—Basic Mission Capable  
**CAS**—Close Air Support  
**CMR**—Combat Mission Ready  
**DACT**—Dissimilar Air Combat Tactics  
**DB**—Dive Bomb  
**DOC**—Designed Operational Capability  
**ECCM**—Electronic Counter-Countermeasures  
**ECM**—Electronic Countermeasures  
**EMCON**—Emission Control  
**EOR**—End of Runway  
**EPE**—Emergency Procedures Evaluation  
**FAF**—Final Approach Fix  
**FCIF**—Flight Crew Information File  
**FE**—Flight Examiner  
**GCI**—Ground Control Intercept  
**GFAC**—Ground Forward Air Controller

**HHQ**—Higher Headquarter  
**HUD**—Head Up Display  
**IFF**—Identification, Friend or Foe  
**IFR**—Instrument Flight Rules  
**ILS**—Instrument Landing System  
**IMC**—Instrument Meteorological Conditions  
**INS**—Inertia Navigation System  
**IRCM**—Infrared Counter Measures  
**LAB**—Low Angle Bomb  
**LALD**—Low Angle Low Drag  
**LGB**—Laser Guide Bomb  
**MAP**—Missed Approach Point  
**MCOPR**—MAJCOM Office of  
**MDA**—Minimum Descent Altitude  
**MOA**—Military Operating Area  
**MSA**—Minimum Safe Altitude  
**MSL**—Mean Sea Level  
**NGB**—National Guard Bureau  
**NORDO**—No Radio  
**NVIS**—Night Vision Imaging System  
**OT & E**—Operational Test & Evaluation  
**PAR**—Precision Approach Radar  
**RCO**—Range Control Officer  
**RCR**—Runway Conditions Reading  
**ROE**—Rule of Engagement  
**RWR**—Radar Warning Receiver  
**SA**—Surface Attack or Situational Awareness  
**SAT**—Surface Attack Tactics  
**SIF**—Selective Identification  
**TACAN**—Tactical Air Navigation  
**TOLD**—Take off Landing Data  
**TOT**—Time over Target

**TRSA**—Terminal Radar Service Area

**VDP**—Visual Descent Point

**VFR**—Visual Flight Rules

**VLD**—Visual Level Delivery

**VMC**—Visual Meteorological Conditions

**VTR**—Video Tape Recorder



## Attachment 2

## IC 2000-1 TO AFI 11-2A/OA-10, VOLUME 2, A/OA-10--AIRCREW EVALUATION CRITERIA

8 DECEMBER 2000

## SUMMARY OF REVISIONS

This change clarifies Forward Air Control (FAC) mission evaluations to ensure air to surface evaluation requirements/grading criteria will be used on all mission evaluations (2.3.3.). Allows more unit flexibility on mission evaluation profiles for dual-qualified pilots (2.3.3.1. and 2.3.3.2.). Fixes a typographical error for item 21 (3.2.21.2., 3.2.21.3.). Clears up wording for item 22 (3.2.22., Table 2.1.). Combines Area 45, Precision Approach (PAR), and Area 46, Precision Approach (ILS) into one Precision Approach requirement. (3.3.5. - 3.3.6., Table 2.1., Note 3 of Table 2.1.). See the last attachment of the publication, IC 2000-1, for the complete IC. A bar (|) indicates revisions from the previous edition.

OPR: HQ ACC/DOTV (Maj Sean E. Kavanagh)

**2.3.3. Forward Air Control (FAC).** Air to surface evaluation requirements/grading criteria will be used IAW 2.3.2..

2.3.3.1. A/OA-10 Dual Qualified Pilots. On periodic mission evaluations, dual qualified pilots will normally alternate between A-10 and OA-10 profiles. The AF Form 8 will be annotated with A/OA-10 in the ACFT/CREW position. The squadron commander or his designated representative will specify mission profiles. Squadron commanders and unit stan/eval will ensure that individual dual qualified pilots receive the appropriate mix of A-10 and OA-10 mission evaluations. The goal is to have an equal sampling of both A-10 and OA-10 mission evaluations.

2.3.3.2. DELETED

Table 2.1. Pilot Evaluations.

AREA	NOTES	AREA TITLE	INST/QUAL	MISSION AIR-TO-SURFACE	MISSION FAC
		GENERAL			
1		MISSION PLANNING	R	R	R
2		BRIEFING (if applicable)	R	R	R
3		PRETAKEOFF	R	R	R
4		TAKEOFF	R		

5		FORMATION TAKEOFF			
6		DEPARTURE	R		
7		LEVEL OFF	R		
8		CRUISE/NAVIGATION	R		
9		FORMATION			
10		IN-FLIGHT CHECKS	R		
11		FUEL MANAGEMENT	R	R	R
12		COMM/IFF/SIF	R		
13		NOT USED			
14	1	AIRWORK/ADV HAND/TAC MANEUVER	R		
15	2	UNUSUAL ATTITUDE RECOVERIES	R		
16		WEAPONS SYSTEM/BIT CHECKS			
17		AIR REFUELING			
18		DESCENT	R		
19		GO-AROUND			
20		NOT USED			
21		EMERGENCY TRAFFIC PATTERNS	R		
22		EMERGENCY APPROACH and/or LANDING	R		
23		VFR PATTERN/APPROACH	R		
24		FORMATION APPROACH/LANDING			
25		LANDING	R		
26		AFTER-LANDING	R		
27		FLIGHT LEADERSHIP (if applicable)	R	R	R
28		DEBRIEFING/CRITIQUE	R	R	R
29		KNOWLEDGE	R	R	R
30	*	AIRMANSHIP	R	R	R
31	*	SAFETY	R	R	R
32	*	AIRCREW DISCIPLINE	R	R	R
33		INSTRUCTOR PERFORMANCE (if applicable)	R	R	R
34 - 40		NOT USED			
		<b>INSTRUMENT</b>			
41		HOLDING			
42		INSTRUMENT PENETRATION	R		
43		INSTRUMENT PATTERNS	R		
44		NONPRECISION APPROACH	R		
45	3	PRECISION APPROACH	R		
46		NOT USED			
47		MISSED APPROACH/CLIMB OUT	R		
48		CIRCLING/SIDE-STEP APPROACH			
49		INSTRUMENT CROSS-CHECK			
50		NOT USED			
		<b>TACTICAL EMPLOYMENT</b>			
<b>A. GENERAL</b>					
51		TACTICAL PLAN		R	R
52		TACTICAL EXECUTION		R	R
53		GCI/AWACS/CF INTERFACE			
54		RADIO TRANSMISSIONS		R	R
55		VISUAL/RADAR LOOKOUT		R	R

56		MUTUAL SUPPORT (if applicable)	R	R
57		TACTICAL NAVIGATION	R	R
58		INGRESS	R	R
59		EGRESS	R	R
60		COMBAT SEPARATION		
61		TIMING	R	R
62		TRAINING RULES/ROE	R	R
63	5	THREAT REACTIONS	R	R
64		NOT USED		
65		IN-FLIGHT REPORT	R	R
66		ECM/ECCM/IRCM/RWR	R	R
67		WEAPONS SYSTEM UTILIZATION	R	R
68 - 70		NOT USED		
<b>B. AIR-TO-AIR</b>				
71-74		NOT USED		
75		OFFENSIVE MANEUVERING		
76		DEFENSIVE/COUNTEROFFENSIVE		
		MAN		
77	5	AIR TO AIR WEAPONS EMPLOY- MENT		
78-80		NOT USED		
<b>C. AIR-TO-SURFACE</b>				
81		TARGET ACQUISITION	R	R
82	4	WEAPONS EMPLOYMENT	R	R
83		RANGE PROCEDURES		
84		IR SENSOR OPERATION		
85		NOT USED		
86		LGB DELIVERY PROCEDURES		
87 - 90		NOT USED		
<b>D. HARM TARGETING SYSTEM</b>				
91 - 100		NOT USED		
<b>E. ELECTRONIC WARFARE</b>				
101 - 110		NOT USED		
<b>F. RECONNAISSANCE</b>				
111- 120		NOT USED		
<b>G. FORWARD AIR CONTROL</b>				
121		TARGET AREA IDENTIFICATION		R
122		TACS COORDINATION		R
123		ATTACK PREPARATION AND BRIEFING		R
124		TARGET MARKING/DESCRIPTION		R
125		OBSERVATION POSITION		R
126		ATTACK CONTROL		R
127		POST-ATTACK		
128		VISUAL RECONNAISSANCE		R
129		RENDEZVOUS		R
130		NOT USED		

<b>H. COMBAT SEARCH AND RESCUE</b>					
I31		SURVIVOR LOCATION/IDENTIFICATION			
I32		SURVIVOR PROTECTION			
I33		HELICOPTER RENDEZVOUS AND ESCORT			
I34		PICK-UP BRIEFING			
I35		PICK-UP EXECUTION			
<p>* Indicates Critical Area</p> <p><b>NOTES:</b> 1. Airwork/Advanced Handling/Tactical Maneuvering. This area is required for pilots receiving Instrument/ Qualification evaluations. Units will determine appropriate proficiency maneuvers for type aircraft and/or pilot experience levels. Examples are, but are not limited to:</p> <ul style="list-style-type: none"> <li>a. Aerobatics</li> <li>b. Confidence maneuvers</li> <li>c. Approaches to stalls</li> <li>d. Basic Fighter Maneuvers (BFM)</li> <li>e. Advanced handling characteristics</li> <li>f. Formation (fingertip, tactical, trail)</li> </ul> <p>2. Unusual Attitude Recoveries. Do not perform unusual attitude recoveries in flight. They will be evaluated during EPEs.</p> <p>3. Precision Approach. Both a Precision Approach Radar (PAR) and an Instrument Landing System (ILS) will be flown if equipment and facilities are readily available. The flight evaluation may be completed if at least one precision approach is flown. Document which approach(es) was/were flown. If the PAR or ILS was not flown, it will be evaluated by other means.</p> <p>4. Hit/Miss.</p> <p>5. It may be impractical to evaluate some required items on certain FTU Instructor evaluations due to student syllabus constraints (e.g. BFM). Squadron commanders may approve these on a limited basis to validate instructor effectiveness.</p>					

**3.2.21.2. Q-.** Minor procedural errors. Erratic airspeed/AOA control. Errors did not detract from safe handling of the situation.

**3.2.21.3. U.** Did not comply with applicable procedures. Erratic airspeed/AOA control compounded problems associated with the emergency. Flew an approach which was incompatible with the simulated emergency. Did not adjust approach for simulated emergency.

### **3.2.22. Area 22--Emergency Approach and/or Landing (configuration through rollout)**

### **3.3.5. Area 45--Precision Approach (See Note 3, Table 2.1.):**

**3.3.5.1. Q.** Performed procedures as directed and IAW applicable flight manual. Smooth and timely response to controller's instructions (PAR). Complied with decision height. Position would have permitted a safe landing. Maintained proper/briefed AOA. Maintained glide path with only minor deviations.

3.3.5.1.1. Airspeed +10/-5 kts

3.3.5.1.2. Heading within 5 degrees of controller's instructions (PAR)

3.3.5.1.3. Glide Slope/Azimuth within one dot (ILS)

**3.3.5.2. Q-.** Performed procedures with minor deviations. Slow to respond to controller's instructions. Slow to make corrections or initiate procedures. Position would have permitted a safe landing. Slow to correct to proper/briefed AOA. Improper glide path control.

3.3.5.2.1. Airspeed +15/-5 kts

3.3.5.2.2. Heading within 10 degrees of controller's instructions (PAR)

3.3.5.2.3. Glide Slope within one dot low/two dots high (ILS)

3.3.5.2.4. Azimuth within two dots (ILS)

3.3.5.2.5. Initiated missed approach (if applicable) at decision height, +50/-0 ft.

**3.3.5.3. U.** Performed procedures with major deviations. Did not respond to controller's instructions. Erratic corrections. Exceeded Q- limits. Did not comply with decision height and/or position would not have permitted a safe landing. Erratic glide path control.

### **3.3.6. Area 46--NOT USED**

3.3.6.1. DELETED.

3.3.6.1.1. DELETED.

3.3.6.1.2. DELETED.

3.3.6.2. DELETED.

3.3.6.2.1. DELETED.

3.3.6.2.2. DELETED.

3.3.6.2.3. DELETED.

3.3.6.2.4. DELETED.

3.3.6.3. DELETED.